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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

S-E-C-R-E-T

COUNTRY	USSR (Moscow Oblast)	REPORT NO.	[redacted] 50X1
SUBJECT	Moscow-Donbass Railroad from Moscow to Ozherelye	DATE DISTR.	18 May 1955
		NO. OF PAGES	6
DATE OF INFO.	[redacted]	REQUIREMENT NO.	RD 50X1
PLACE ACQUIRED		REFERENCES	[redacted]
DATE ACQUIRED			

[redacted] 50X1

[redacted] 50X1

[redacted] (+1) 50X1

S-E-C-R-E-T 50X1

STATE	#X	ARMY	#X	NAVY	#X	AIR	#X	FBI	#	AEC						

(Note: Washington distributi[redacted] distribution by "#".)

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SECRET

REPORT NO. [redacted]

50X1

COUNTRY USSR (Moscow Oblast)

DATE DISTR. 28 April 1955

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NO. OF PAGES 5 50X1

DATE OF INFORMATION [redacted]

REFERENCES: [redacted]

50X1

PLACE ACQUIRED [redacted]

50X1

THIS IS UNEVALUATED INFORMATION

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Railroad Stations

Following is a list of consecutive railroad stations between Moscow and Ozherelye [redacted] on the Moscow-Donbas Railroad:

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a. Moskva-Paveletskiy station, the passenger terminus of the Moscow-Donbas Railroad.

b. Moskva Tovarnaya, the freight terminus of the Moscow-Donbas Railroad. There was also a small passenger station here for both steam and electric suburban trains.

c. A passenger stop for electric suburban trains, name unknown.

d. Nizhniy Kotly, a passenger stop for electric suburban trains.

e. Kolomenskoye, a passenger stop for steam and electric suburban trains.

f. Chertanovo, a passenger stop for electric suburban trains.

g. Biryulevo (N 55-35, E 37-39), a passenger station for steam and electric trains and a freight station. 1

h. Bulatnikovo, a passenger stop for electric suburban trains.

i. Rastorguyevo (N 55-33, E 37-41), a passenger station for steam and electric suburban trains.

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j. Leninskaya, a passenger station for electric and possibly steam trains. It serves the community of Stariy Yam (N 55-29, E 37-42).

k. Domodedovo (N 55-29, E 37-42), a passenger station for electric and steam trains. Electrification of the railroad ends here.

l. Kilometer 80?, a passenger stop. 2

m. Vostrakovo, a passenger stop. 3

n. Belyye Stolby (N 55-19, E 37-52), a small passenger stop.

o. Barybino (N 55-16, E 37-54), a passenger station. 4

p. Mikhnevo (N 55-10, E 37-57), a passenger station.

q. Zhilevo (N 54-59, E 38-02), a small passenger station.

r. Stupino (N 54-53, E 38-06), a passenger station.

s. A passenger platform (name unknown).

t. Kashira (N 54-50, E 38-12), a railroad yard and the first stop for long-distance trains. 4

u. Ozherelye (N 54-47, E 58-17), a passenger station and freight yards including a gravity hump classification yard.

Description of the Main Line

2. The entire main line was broad gauge and double tracked. The ballast consisted mostly of heavy gravel but there were stretches of sand ballast. All ties were wooden and treated with either a black or yellow chemical liquid. Ties were spaced 40 to 50 centimeters apart on open stretches and much closer where tracks joined. All of the main-line track was of the newest and heaviest type. Some sidings and spurs had older and lighter rails but they were gradually being replaced by heavy track.

3. The main line was electrified from Moscow to Domodedovo. An overhead 500-volt power line was used. The source of power was unknown. Late in 1949 it was announced that electrification would be extended to Mikhnevo and work on this project was begun.

4. Switches in the Biryulevo yards and probably in other multiple-track stations were operated by an automatic blocking system (avtoblokirovka). However, outside of the yards the switches for separate sidings were manually operated. Electric signals with green and red lights were used in the stations, but on the road, mechanical semaphore signals were used.

Coaling and Water Stations

. Coaling stations were located in Moscow, Biryulevo, Kashira, and Ozherelye. The main coaling stations for freight trains were Biryulevo and Ozherelye. At Biryulevo a crane mounted on a caterpillar chassis and fitted with a clam-shell bucket loaded coal directly from a stockpile to the tender.

. Watering facilities were located at Moscow, Kolomenskoye, Biryulevo, Barybino, Mikhnevo, Kashira, and Ozherelye. All of the water towers were circular and of red brick construction. Source thinks but cannot confirm that the water came from wells.

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7. Roundhouses were located at Moscow, Biryulevo, Kashira, and probably at Ozherelye. At Biryulevo only medium repairs were done. [redacted] but is not sure that Kashira was a major locomotive-repair facility. Railroad-car-repair shops were located in Moscow (V. Ch. D. # 1 - Car Depot No. 1) and at Biryulevo (V. Ch. D. # 2). All types of repairs up to capital repairs on both passenger and freight cars were done at these installations.[1] Source believes but is not certain that there was a medium repair shop at Ozherelye.

8. Marshalling yards were located at Moskva Tovarnaya and Ozherelye. Ozherelye had a gravity hump classification yard. [redacted] not estimate its size or capacity except to venture that each track could hold about 50 cars. The switches were operated manually and the cars were halted by a metal shoe which was placed on the track. Late in 1948, GOREM No. 11 started to enlarge this yard.[5] [redacted] no information on the yard at Moskva Tovarnaya except that it was a major one. At Biryulevo some classification was done, but with switching locomotives.

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Bridges of the Moscow-Donbas Railroad Between Moscow and Ozherelye

9. All bridges between Moscow or Ozherelye were wooden or steel trestle types with no superstructure with the following exceptions:

a. There were two steel, simple-truss bridges across the Oka River at Kashira. One was higher than the other. Passenger trains used the higher bridge and freight trains the lower. The bridges were about 100 m. apart. [redacted] the number of tracks on each bridge, number of spans, or other details.

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b. At Leninskaya Station, a steel, simple-truss bridge crossed the Pakhra River. It was a few hundred meters north of the station.

10. Guards were never observed at bridges or other installations. However, guards were posted in the yards at night to prevent pilferage of coal and goods from freight cars. Accidents were very infrequent. [redacted] never heard of anyone's being killed. The most dangerous job was that of car coupler.

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Steep Grades on the Moscow-Donbas Railroad

11. There were only two steep grades which required auxiliary locomotives on the Moscow-Donbas Railroad. One, nine kilometers long, was between Kashira and Ozherelye. It was a long grade rising from the Oka River. Passenger trains and empty freight trains could negotiate this grade but loaded freight trains required an auxiliary locomotive. Special locomotives were assigned to this section of the line to serve as auxiliary locomotives. The second grade rose from Tsaritsino Dachnyye, a station on the Moscow Kursk Railroad, to Biryulevo (see paragraph 21). Loaded freight trains required an auxiliary engine on this grade but empty trains could negotiate it alone.

12. Weather never interrupted railroad operations except that in freezing weather traffic slowed down because inspections and repairs took more time. In winter the rails were occasionally sanded to improve traction.

Traffic

13. The following four types of trains operated on the Moscow-Donbas Railroad:

a. Electric trains which were used only for suburban passenger traffic. These trains usually had six cars, three without motors and three with motors. Both Soviet and captured German electric trains were used.

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b. Steam-locomotive passenger trains, also used for suburban passenger traffic, which operated beyond the limits of electrification.

c. Steam-locomotive, long-distance passenger trains.

d. Freight trains using only steam locomotives.

14. Freight train crews (brigad) operated between Moscow and Ozherelye. At Ozherelye a new crew with a new locomotive took over. A crew consisted of an engineer, his assistant, and a fireman. Each crew worked for 24 hours and then was free for 48 hours. In 24 hours a crew made one or two complete round trips between Moscow and Ozherelye depending on circumstances. Crews were relieved at Biryulevo(sic).

Rolling Stock

15. All passenger cars were standard types (sic). Freight cars were two-axle and four-axle. Two-axle cars had an 18, 20, and 25 or 26-ton capacity. Four-axle cars had a capacity of 50 and 60 tons. Most coal cars were four-axle. The only locomotives noticed on this line were the FD (Felix Dzerzhinskiy), EM (Emochka) and Kukushka types. The letters M. D. Zh. D. (Moscow-Donbas Railroad) were painted on the sides of locomotives and tenders

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16. Freight cars were sealed with a lead seal. each factory had its own seal which it put on after the car was loaded. is sure that routing papers accompanied each car but can not say whether they were on the car or with the conductor. He had seen chalk markings on cars for local handling but doubts if this system was used for long-distance routing. He has no knowledge of

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Crew Salaries

17. Freight train crews were paid a basic salary plus bonuses on a ton-kilometer basis. The members of a crew had grades, 1st class, 2nd class, etc. which affected their wages. estimated that a fireman received 750 to 1,000 rubles a month and that assistant engineers and engineers received more.

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Freight

18. By far the most common item of freight on this line was coal, all going to Moscow. Both Donbas coal and Moscow brown coal were handled. Often entire trains that were carrying coal to Moscow were observed returning empty. All other freight was mixed and no one type stood out. any unusual types of freight or freight cars.

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Communications

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19. nc knowledge of methods of communication between stations. At Biryulevo, the shunting engines in the yard had radios and could communicate with the dispatchers office.

20. never encountered or heard of any document controls on the trains or in the stations of the Moscow-Donbas Railroad.

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The Moscow-Kursk Railroad (M-K RR)

21. The Moskow-Kursk Railroad crossed the Moscow-Donbas Railroad about two kilometers north of Biryulevo. The Moskow-Kursk Railroad ran in a ravine at this point while the Moscow-Donbas Railroad crossed over it on a metal bridge without superstructure. The Moskow-Kursk Railroad was also double tracked. Diesel locomotives were observed on this line but only on passenger trains. A single-track line ran from Biryulevo to Tsaritsino Dachnyye, a station on the Moscow-Kursk Railroad which served the town of Lenino (N 55-37, E 37-40). This line was three or four kilometers long and it was only used to transfer freight trains from the Moscow-Donbas Railroad to the Moscow-Kursk Railroad and vice versa.

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2. Comment: not sure of the number except that it is in the eighties. Also, he could not explain why this station, which is approximately 50 km. from Moscow, was called Kilometer 80. 50X1

3. Comment: not sure of the order between Kilometer 80 and Vostrakovo. They may be in reverse order in this report. 50X1

4. Comment: The timetable of passenger trains of the railroads of the USSR (1950) lists Barybino as the first stop for long distance trains Kashira, the second, and Ozherelye the third. Their distances from Moscow in this schedule are 57 km., 115 km., and 124 km. 50X1

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